

## GOVERNOR THE STAR ATTRACTION

Two Thousand Defied Threatening Weather to See Him at Sheldon Fair.

### COMPLIMENTS ASSOCIATION.

Impressed with Remarkable Agricultural Exhibit—It May Be Sent to Jamestown—Green Race a Mot One and Still Unfinished after Five Weeks.

Sheldon Junction, Sept. 8.—Governor Proctor was the attraction at the Franklin county fair today, and a crowd of fully two thousand people defied the threatening weather to see and hear the governor. He was accompanied by Lieut. Gov. Prouty and Secretary Allen of the board of agriculture.

President Charles W. Gates had the party in charge, and after a tour of inspection of the grounds, the governor was taken to the judges' stand where he was introduced by President Gates and made a brief speech in which he expressed his pleasure in being present and complimented the association and exhibitors on the splendid display of produce and stock. He was particularly impressed with the remarkable agricultural exhibit, which was said by many to be one of the best, if not the very best, ever shown in the State. There is a possibility that this exhibit may be sent to the Jamestown exposition.

Governor Proctor was warmly received by the people and his remarks were closely followed and heartily cheered.

The exhibit of driving horses was one of the attractive features, about 55 animals being shown in the ovalade around the track. The management was, by hard work, able to get the track in a passable condition late this afternoon and two races were started, the green race and the 2:20 class. The former, confined to Franklin county horses, proved to be a race of old time style, the horses being of unknown quality and speed and furnishing a five-hour race, still unfinished owing to darkness. The summaries:

**GREEN RACE, PURSE \$50.**  
 Belle W. C. Woodworth, Sheldon 2 1 2 2  
 Crazy H. A. Prouty, St. Albans 1 3 1 3  
 Silver Bell, E. J. Ploof, St. Albans 3 2 1 1  
 Name, 2:20; 2:20; 2:20; 2:20; 2:20.  
**2:20 PACE AND TROT, PURSE \$100.**  
 Queen Alexandra, W. N. Phelps, So. Hero 1 1 1 1  
 Red Brino, T. W. Utton, Morrisville 3 2 2 2  
 Dolly C. A. Patnaude, South Hero 2 4 4 4  
 Rosamond, C. A. Eagle, Boston 4 3 3 3  
 Time, 2:25; 2:25; 2:25; 2:25; 2:25.  
 The unfinished green race will be finished Friday and the racing program for Thursday will be carried out.

### PLAINTIFF WITHDRAWS HIS \$20,000 SUIT.

Climax of Sensational Case for Alleged Slender Brought About Concord, N. H. Lawyer.

Battleboro, Sept. 8.—The climax of the sensational and surprising case reached today in the famous E. C. Gale \$20,000 suit against Gen. J. H. Allen of Concord, N. H., when the plaintiff gave notice that the suit would be dropped, just previous to the taking of his deposition. This move was brought about when he was ordered to produce the books of the Chesire Express company. This is a company located just across the Connecticut river near Battleboro and whose chief business is to deliver liquor to Battleboro patrons at its office. Had the hearing continued the books would have "posed the names of many of those with whom business is done."

Mr. Gale declared that General Allen had slandered his business and the books were ordered produced to see just what the company was doing. This ends a suit that has occupied the attention of the public more than any other in recent years.

### HELD FOR OCTOBER JURY.

Clark Implicated by Cole in Craftsbury Postoffice Robbery.

Rutland, Sept. 8.—E. G. Clark, who was arrested in Utah about two weeks ago, charged with being implicated with Berde Cole, was confined at the House of Correction, in holding the Craftsbury postoffice in September, 1905, was arraigned before Commissioner James A. Merrill in this city this afternoon and placed under \$3,400 bail to appear before the federal grand jury which meets in this city in October. Clark waived examination and pleaded not guilty. His arrest was due to information furnished to Postoffice Inspector D. J. Rapp of Burlington.

## THE MAKING OF HANOVERS

In the factory of Smith & Son, at White River Junction.

The making of HANOVER CRACKERS is always interesting. None the less so on a warm morning. All the windows are open and the long sweep of powerful fans above stirs the air tremendously. The baker's boy is brushing out the oven. The girls are waiting near for the cutting of Crackers to begin. Great baskets are piled high about, and hundreds of empty cartons in orderly array. We have come at the right moment.

Early in the morning the fire-pots under the great reel oven were newly stoked. Then came the bakers, who removed quantities of dough from the big mixer, where it had "proved" over night. Soda and salt were mixed into batch after batch with mechanical precision, and all was set aside and covered, for a little, until the chief baker should determine that it had "proved" again.

## HALTS RUIN OF FARMERS

Heavy Rainfall Beginning Labor Day Breaks Long and Blighting Drought throughout the Country.

Washington, Sept. 8.—With the breaking of the drought by the rains this week the most serious condition that has confronted the farmers of the eastern and southern parts of the United States in years has passed away. The lack of rain at one time promised to be a very serious calamity. As it is, it has entailed a loss to farmers, fruit growers and others of many millions of dollars. But for the rain which began to sweep eastward Sunday night and fell in copious showers through the entire country from the Mississippi valley to the Atlantic coast and from Florida to the Gulf, hundreds of thousands of men would have been practically ruined. The drought was one of the most extensive and severe in recent years. It was particularly disastrous throughout New England, New York, Pennsylvania, New Jersey, Delaware, Maryland, West Virginia, Virginia, North Carolina, South Carolina, Georgia, Alabama, Florida, Tennessee, Kentucky, Mississippi, Louisiana, Arkansas, Oklahoma and Texas.

In many of these sections work had succeeded week with brilliant sunshine, but without any moisture whatever. In New York State there were sections where no rainfall had been recorded for about seven weeks. Forest fires started in many sections and were subdued only with the greatest difficulty. In one section of the Adirondacks a fire got under such headway that Governor Hughes was appealed to one Sunday, and practically the entire fire fighting force of the Adirondacks was assembled by the governor's orders delivered by telephone Sunday afternoon and Sunday night.

**SUFFERING IN NEW ENGLAND.**  
 Cereals and ponds went dry in the dairy sections of New York, New England and Pennsylvania which furnished the milk supply to six or eight millions of people in cities and water had to be hauled long distances for stock. It was only by hauling water for great distances in many localities in New York and New England that vegetable growers kept their plants alive and the yield was very small.

The fruit crop of all the eastern and southern States suffered very heavily, and in numerous sections a complete failure was the result. The loss in the berry and small fruit crop alone has been estimated at millions of dollars, attributed entirely to the drought. Pastures were dried up and forage for live stock was almost impossible to obtain. In many quarters even the trees began to die from lack of moisture.

The condition reported in the weekly weather bulletin of the department of agriculture for the week ending September 8 revealed a very gloomy condition throughout the country. There had been some general showers in New England, but the precipitation for the week was small and the drought continued. A very heavy rain was needed throughout the entire section.

Throughout New York the weather had been and there had been practically no rain and the severe drought continued generally. The rainfall in New Jersey had been very light, much of the State receiving none.

The weather in Maryland and Delaware had been clear and dry, the percentage of sunshine high and there had been no rain.

**RUIN IN SOUTHERN STATES.**  
 Dry and clear weather was reported from Virginia, and the rainfall was far below the normal, with abundant sunshine, making the State as dry as tinder. North Carolina had abundant rainfall in the southern counties, with practically none in the remainder of the State, while the drought was reported to be serious.

The same condition prevailed in South Carolina and Georgia. Serious drought was reported in Alabama, Mississippi, Louisiana, Texas and Arkansas. Unfavorable crop conditions were reported in both Arkansas and Texas.

The situation showed that there was plenty of sunshine, but no moisture, and the whole region east of the Mississippi, reaching from the Gulf of Mexico to Canada, was rapidly being parched.

The first signs of the breaking of the drought came with rains on August 30 and 31 in eastern Nebraska, the northern part of Illinois, Indiana and western Ohio and portions of Texas. There were scattered storms throughout the East on September 1 and the drought was broken.

The rain on that day fell in points of northern Texas and extended to portions of Missouri, Arkansas, Louisiana, Mississippi, Indiana, Kentucky, Tennessee, Alabama, Ohio, North Carolina, South Carolina, West Virginia, Virginia, Maryland, Delaware, Pennsylvania, New Jersey and all of New England.

This broke the drought, but more was coming. Conditions are said to indicate further rains throughout the East.

Baby won't suffer five minutes with croup if you apply Dr. Thomas' Electric Oil at once. It acts like magic.

### WILL MEET ALL ITS OBLIGATIONS.

Weather Fails to Knock Out the Franklin County Fair.

Sheldon Junction, Sept. 8.—A good crowd, considering the weather, visited the Franklin county fair today. The only event of importance was the horse race, the 2:20 pace and 2:24 trot, for a purse of \$100, being run off in a sea of mud. The summary:

Argot Lad, F. B. Ridout, Boston 1 1 1  
 Island Villa, S. Parrot, South Hero 2 3 3  
 Little Flyer, A. K. Stinehour, Swanton 3 3 3  
 Time, 2:24; 2:24; 2:24.

## MAN'S HEAD CUT OFF AT MILTON

Distressing Accident Occurred on the Central Vermont Railway Track.

### BODY IS UNIDENTIFIED

Believed Victim Was from Salem, Mass., Leon Danese by Name—Authorities There Notified—Engineer Discovered the gruesome sight.

Milton, Sept. 8.—A distressing accident occurred here this morning on the track of the Central Vermont railway, which caused the death of an unknown man. The headless body was found a little north of Robert McCutcheon's crossing by Engineer George Allen of the north-bound Montreal express at 5:30 a. m. The body was outside the rails while the head lay in the middle of the track where it had evidently rolled. One leg was broken.

The section men were notified and took charge of the corpse. In a pocket of the dead man's coat was found a ticket from Natick Junction, N. H., to Point Levis, Que. A paper was also found bearing the address of Leon Danese, No. 22 Nantucket street, Salem, Mass., and the same name appeared on a tag attached to a bunch of keys.

The body was removed to the vault in the village cemetery awaiting identification. A telegram was sent to the authorities in Salem but no reply was received this evening.

A considerable sum of money was found on the body which appears to be that of a young man, 30 to 35 years of age.

### BOY LOST IN MONTPELIER.

Search in River, Railway Yards and Quarry without Avail.

Montpelier, Sept. 8.—Montpelier has been disturbed to-day over a lost boy, the nine-year-old son of James Murphy, who lives in the village of the Montpelier and Wells River railroad. The boy was last seen at five o'clock last evening when he went for his mother on an errand to a store on Harris street, not far from the Wisconsin river dam, inasmuch as the little fellow has been accustomed to play near the river, it is feared he is drowned.

The water in the dam was partially drawn off this afternoon and searching parties headed by Mayor Haley, Chief of Police Barker and Street Commissioner Roberts dragged the half mile length of the pond but found nothing up to a late hour this evening.

The boy was also frequently in the railroad yards and it is thought possibly he may have boarded a passenger train last evening. Telephone messages sent to various points along the line of the railroad calling for the boy, failed, however, to locate him.

With others, the Murphy boy had frequently played around an abandoned slate quarry in the Sabin farm but this was explored to-day without finding anything of him.

The boy's mother is prostrated with grief and anxiety.

### TRACK 12 SECONDS SLOW.

Last Races at Franklin County Fair per Program.

Sheldon Junction, Sept. 8.—After several postponements on account of rain, the racing events of the Franklin County Fair association were run off yesterday. It was a first-class programme that the management had arranged and a good sized crowd was amply repaid for attending. The track was very heavy, being fully 12 seconds slow, and the going was so slippery that several horses refused to start their horses. However, there were no accidents. The summary:

**2:25 PACE AND 2:20 TROT, PURSE \$100.**  
 Logan, J. L. Luke, Burlington, South Hero 1 1 1  
 Dan, A. Prouty, St. Albans 2 2 2  
 Palo Earl, L. E. Johnson, Littleton, N. H. 3 3 3  
 Time, 2:25; 2:20; 2:20.

**2:35 PACE AND 2:10 TROT, PURSE \$125.**  
 Mabel Hill, T. W. Utton, Morrisville 1 1 1  
 Alcanpoc, A. Prouty, St. Albans 2 2 2  
 Little Flyer, A. K. Stinehour, Swanton 3 3 3  
 Time, 2:35; 2:10; 2:10.

**2:24 PACE AND 2:20 TROT, PURSE \$150.**  
 Sadie M. O. J. Merrill East Fairfield 1 1 1  
 Belmont, George Lyons, Woodsville, N. H. 2 2 2  
 Dolly C. A. Patnaude, South Hero 3 3 3  
 Time, 2:24; 2:20; 2:20.

**2:17 PACE AND 2:10 TROT, PURSE \$200.**  
 Coma, W. J. Utton, Morrisville 1 1 1  
 Queen Alexandra, W. N. Phelps, South Hero 2 2 2  
 Ned Cole, E. K. Kittredge, Woodsville 3 3 3  
 Time, 2:17; 2:10; 2:10.

### VERMONT IN NAVY YARD.

New Battleship Being Prepared for the Trip to the Pacific—Presentation of Silver Service Soon.

Boston, Sept. 8.—The United States battleship Vermont arrived at the Charlestown navy yard yesterday afternoon. The ship has just completed the larger portion of her final acceptance tests with most satisfactory results.

## SAILED OVER VERMONT.

Balloon's Successful Trip—Woman Passenger Enthusiastic about Trip.

Meriden, N. H., Sept. 8.—After being in the air for about four hours, during which 127 miles of northern Massachusetts, Vermont and New Hampshire were traversed, the big balloon Stevens 21, piloted by Leo Stevens, with Mr. and Mrs. Max Fleischmann of Cincinnati as passengers, made a successful descent here at six o'clock last evening.

The balloon rose from North Adams yesterday afternoon and, driven by a fresh northwesterly breeze, sailed for Vermont, for a portion of the time below the clouds and then in dense banks of mist.

Near Wilmington, Vt., the balloon struck a southeasterly course and headed for Greenfield, Mass.

This slant took the voyagers within sight of the Connecticut river, where another air current swept them back up the river valley in a northerly direction. Mrs. Fleischmann was enthusiastic over this portion of the trip through one of the most picturesque regions of the East between the White and Green mountain ranges. As far as Windsor, Vt., impelled by a breeze that still held fresh, the voyagers sailed until a northeast air current swept them across the Connecticut river into New Hampshire. The travelers made an easy and uneventful descent here.

### EXCURSION CAR DERAILED.

Passengers Well Shaken Up Coming Back from Fair.

Enochburg Falls, Sept. 8.—A heavily loaded excursion train returning from the Sheldon fair on the Missisquoi division of the Central Vermont this evening struck a spread rail on the curve just east of the station at East Berkshire, throwing one coach from the track and giving the passengers a bad shaking up. No one was hurt, although the passengers in the derailed coach landed in heaps in the aisle of the car, and the shattered windows and tore up the track for 30 feet until the coach finally landed directly across the track.

The train consisted of eight coaches and the car following the engine and tender was the one derailed. All traffic on the line was blocked and the regular trains were held up until a late hour, awaiting the arrival of the wrecking train from St. Albans.

### SECTION FOREMAN KILLED.

H. H. Case Struck by Light Engine near South Vernon.

Battleboro, Sept. 8.—H. H. Case, a section foreman on the Central Vermont railroad, was fatally injured this morning. He was struck by a southbound engine, running from here to Springfield, Mass., and sustained a fractured skull and other injuries that caused death at the hospital shortly after.

Case had been notified of a broken rail and with his crew was repairing it. He went ahead to flag any train that might approach from the north and whether or not he slipped is not known. The force of the blow was such that the top of his hat was wearing was driven into his skull and could not be removed until after reaching the hospital. His body will be taken to Windham where he formerly lived. He leaves a father and a wife.

### RUTLAND FAIR CLOSES.

Races Run on a Heavy Track—The Summaries.

Rutland, Sept. 8.—The Rutland county fair closed to-day and these races were run on a heavy track:

**2:25 CLASS TROT.**  
 Owen Dunmore, Chase, Brandon 1 1 1  
 Nellie Conley, Rounds, South Burlington 2 2 2  
 Judd, Keeler, Middlebury 3 3 3  
 The Kid, Chase, Brandon 4 4 4  
 Goldmarie, Parnsworth, Rutland 5 5 5  
 Time, 2:27; 2:27; 2:27; 2:27; 2:27.

**2:35 CLASS, TROT AND PACE.**  
 Grace Regent, Curtis, Orwell 1 1 1  
 N. H. S. Fisher, Burlington 2 2 2  
 Bessie W. Willard, Rutland 3 3 3  
 Holloway, Rounds, South Burlington 4 4 4  
 Time, 2:33; 2:33; 2:33; 2:33; 2:33.

**ROADSTERS, \$100 CLASS.**  
 Matterhorn, Cook, Rutland 1 1 1  
 Daisy E. Everest, Clarendon 2 2 2  
 Willow Boy, Barker, Rutland 3 3 3  
 Time, 3:10; 3:10.

### THE AMERICAN ADRIATIC.

Perhaps it is unnecessary to characterize America as a new world. Realities in terms of European geography, but the practice has been long established. With the resort regions of California and Florida each claiming equality as the American Riviera; with the settlements around the Gulf of Mexico and the Caribbean Sea adopting the phrase "the American Mediterranean"; and with the mountains of Colorado heralded as the American Alps, it is not surprising that the American Adriatic. It is to be hoped that this year, which marks the third centennial of the colonial settlement, will draw a multitude of travelers to the overlooked Eden that lies all about, in which every American has a right to feel personal interest and proprietorship.

When in 1607 John Smith first entered the waters of the new Adriatic Sea, he lifted his voice in prophecy: "There is but one entrance to this country," he wrote. "The cape on the south is called Cape Henry, the north cape is Cape Charles. Within is a country that may have the prerogatives over the most pleasant places known, for earth and heaven never agreed better to frame a place for man's habitation. The mildness of the air, the fertility of the soil, and the situation of the rivers are so propitious to the use of man, as no place is more convenient for pleasure, profit, and man's sustenance under any latitude or climate. So, then, here is the place, a nurse for soldiers, a practice for mariners, a trade for merchants, a reward for the good, a refuge for the most of all, a business most acceptable to God to bring such poor infidels to the knowledge of God and His Holy Gospel."

And where this prophet looked first upon the new land and prophesied, our government maintains Fort Monroe, a nurse for soldiers. Where he first cast a practice for mariners, where he first landed, now stands Norfolk, one of the foremost commercial cities of the South, a trade for merchants, while across the arm of the sea is Hampton Institute for the instruction of the Indian youth.

For more than two hundred years veritable kings lived throughout this favored land that the story of it will long remain

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 Both are the result of physical health.  
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A vital part of the romance of American history. Into this great bay flow four historic rivers, and upon bay and rivers steamers offer passenger and freight service in every direction to the towns and loadings which are the ports of a fruitful and picturesque region.

There is a remarkable analogy between our continent, on the other side of our oceans, America, as the "East Shore" is often termed, and here the government officially locates the healthiest spot on our continent, on the other side of our Atlantic is the mainland that was once at the front of American culture and where the first institutions of learning were founded in the New World, where our colonial patriots proclaimed the republic, a region now fallen into a decay almost like that of modern Greece after her great civil wars.

In days of old, the riches of the East passed through the Adriatic and thence overland to reach all Europe. Through our Adriatic, in the youth of the country, passed the wealth and refinement of the Old World, to mold the civilization of the New. In time, as the mainland bordering on the old Adriatic, devastated by war, was left to the enervated Turk, so our historic battle grounds became the heritage of a dusky race, and the negro has proved an equal blight upon a land that was once the richest in a New World—Appleton's Magazine.

**"A VERY SERIOUS QUESTION."**

A very serious question, and one which threatens to involve Canada and the United States in common difficulty—if not danger—is beginning to loom. It is that of the settlement of Chinese and Japanese on the Pacific coast of this continent. Both races are in somewhat different ways undesirable by us. The gulf which divides them from us, morally, mentally, and in the case of the Chinese, politically, appears almost impassable, at least to bridge it would be the work of generations. Yet some apparently they will. England has in fact bound us to admit the Japanese by her alliance with them, the fruit of a prejudice against Russia, and fear of her designs which might almost be called hallucination. We see in this that the foreign policy of Great Britain is not always identical with ours. Admitting the Japanese, we could hardly exclude the Chinese, especially if, as seems highly probable, a close relation should be formed between China and Japan. Already they are settling here in considerable numbers, way being made for the introduction of their labor by the strikes. The influx of Japanese coming here under the shield of the Anglo-Japanese alliance, into the United States can hardly be prevented, and may cause trouble with the American government.

The influx of Japanese into Canada is now stated to be at the rate of 800 a month. Since January last over 1,000 had arrived in British Columbia. 23 of them in one week, while 2,000 more were en route. During July 123 Chinese paid the poll tax of \$50 on entering. Of 838 Japanese arriving at Victoria, 781 were males and only 57 were females. It is needless to say what moral dangers such a disparity of sexes, which is still greater in the case of the Chinese, involves. Will government ever pay attention to this matter?



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